

Central Intelligence Agency



Washington, D.C. 20505

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The Honorable Glen T. Urquhart  
Chairman  
National Capital Planning Commission  
1325 G Street, N.W.  
Washington, D.C. 20576

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Dear Mr. Chairman:

The General Services Administration and the Central Intelligence Agency (CIA) are pleased to submit the final building plans for Headquarters Consolidation, Phase I, Bid Package No. 2 at the Central Intelligence Agency, Langley, Fairfax County, Virginia. It is requested that the Commission review this submission and make recommendations in accordance with section 5(a) of the National Capital Planning Act of 1952 as amended. Formal action is requested on the scheduled 28 June Agenda. While action had been informally requested on the 31 May Agenda, we find there will be insufficient time to complete our internal reviews by that date.

Since submission of the original Master Plan for this project in the fall of 1981, the project has been brought before the Commission on three occasions. On each occasion, Commission review has resulted in recommended changes in project design and management that have been incorporated into project planning. The single outstanding action remaining is final selection and detailed design of the offsite road improvements required by Agency consolidation.

By way of review, the Master Plan submission for the project proposed minor road improvements at the Route 123 entrance to CIA combined with a traffic management program on the part of the Agency to minimize the impact of the project on the local community and on traffic operations of local roads. The traffic management measures proposed by the Agency were: (1) limiting growth in available parking to 1,000 spaces and (2) rearranging Agency work shifts to ensure that the added vehicles arrive outside the local peak traffic hour. Limiting growth in parking spaces will require increased carpooling and a revised parking management program designed to achieve better utilization of available spaces. Agency work shifts will be modified to assign increased traffic to 7, 7:30, and 9 a.m. shifts, thereby maintaining current Agency traffic levels during the 7:30 to 8:30 a.m. peak hour.

While the use of traffic management measures is encouraged by regional planners as an alternative to construction of additional road capacity, review of the Master Plan by the Virginia Department of Highways and Transportation (VDH&T) resulted in a critical review that highlighted a policy issue between

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planners and implementers. The issue is that those responsible for construction and operation of the road systems have no enforcement powers with which to police traffic management commitments made by road users such as the Agency. Therefore, VDH&T questioned the road construction proposed by the Master Plan and recommended a more substantial improvement project to accommodate the peak hour increases that would result assuming no traffic management improvements.

To resolve the issue, the CIA agreed to work with VDH&T to develop a road improvement plan acceptable to the State. The CIA also agreed to seek federal funding for the road improvements. Federal funding was included in the construction budget to cover estimated costs and these funds have been appropriated by the Congress. By bilateral agreement between the Agency and VDH&T, the State is now acting as executive agent for the Federal Government for design and construction of improvements.

During 1983, local citizen groups asked to play a more active role in selection and design of road improvements. In response, the CIA formed a Traffic Advisory Committee that now reviews and comments on the road design efforts at project milestones. The most recent action of this Committee resulted in the selection of two out of eight alternative designs for improvements to the Route 123 entrance to the Agency. These two alternatives are now undergoing preliminary design by VDH&T and their consultant. These preliminary designs will be completed in late April and submitted to the Traffic Advisory Committee for study and comment. The result of this Committee action will be a recommendation to CIA regarding the favored construction option. A public information meeting will then be held for local citizens, and VDH&T will be asked to proceed with detailed design.

The CIA has requested VDH&T to begin construction of improvements in the spring of 1985. This is to ensure that necessary road improvements are complete before the CIA begins occupancy of the new building in the summer of 1987. The CIA has also requested that the Park Service construct recommended improvements to the acceleration lanes entering the GW Parkway from the Agency. These improvements should also be complete before new building occupancy.

The Commission has asked that the Agency present an acceptable program for offsite road improvements before final Commission approval is given to the CIA Phase I Development Plan. It is believed that the record reflects that such a plan is in the process of being completed.

The Agency commitments remain unchanged:

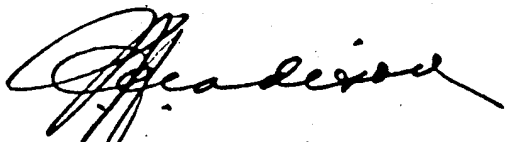
1. Efforts will continue to install road improvements acceptable to all affected parties.
2. Federal funding will be provided for road improvements.

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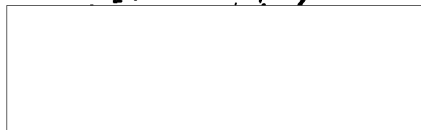
3. The CIA will continue to respond to regional planning principles by implementing traffic management measures as originally proposed.

We believe that planned actions to limit parking at CIA, increase carpool ratios, modify work hours to distribute traffic more evenly, and fund improvements to the local road system can and will minimize the impact of CIA expansion on the community. It is therefore requested that the final plans for CIA consolidation at Langley be given favorable consideration.

Sincerely,



WILLIAM F. MADISON  
Regional Administrator  
General Services Administration  
National Capital Region



DANIEL C. KING  
Director of Logistics  
Directorate of Administration  
Central Intelligence Agency

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Enclosure

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